

NEW EXEMPTIONS—Continued

Application No.	Applicant	Regulation(s) affected	Nature of exemption thereof
11774-N	Safety Disposal System, Inc., Opa Locka, FL.	49 CFR 171.8, 172.101, Col 8c, 173.197.	To authorize the transportation in commerce of a specially designed outer packaging equipped with liner for use in transporting regulated medical waste, Division 6.2. (Mode 1.)

[FR Doc. 96-26661 Filed 10-16-96; 8:45 am]

BILLING CODE 4910-60-M

Surface Transportation Board

[STB Finance Docket No. 33125]

Connecticut Central Railroad Company, Inc.—Modified Rail Certificate

On September 13, 1996, Connecticut Central Railroad Company, Inc. (CCCL), a class III shortline railroad, filed a notice for a modified certificate of public convenience and necessity under 49 CFR 1150, Subpart C—*Modified Certificate of Public Convenience and Necessity* to operate approximately 7.49 miles of abandoned segments of rail line (the Wethersfield Secondary Track) owned by the Connecticut Department of Transportation (C-DOT).¹ The segments are as follows: (1) between milepost 2.6 and milepost 3.0 at Hartford, CT; (2) between milepost 7.0 at Wethersfield, CT, and milepost 9.8 near Rocky Hill, CT; and (3) between milepost 9.8 and milepost 14.09 at Cromwell, CT.

The 0.4-mile segment between milepost 2.6 and milepost 3.0 was abandoned by Consolidated Rail Corporation (Conrail) in 1987. *Conrail Abandonment of the Wethersfield Industrial Track in Hartford County, CT*, Docket No. AB-167 (Sub-No. 992N) (ICC served Mar. 6, 1987). C-DOT acquired this segment on May 5, 1987.

The segment between milepost 7.0 and milepost 9.8 (2.8 miles) was formerly owned by the New York, New Haven & Hartford Railroad, and then the Penn Central Transportation Company. The segment was not designated for transfer to Conrail, but was available for subsidy under section 304 of the Regional Rail Reorganization Act of 1973 (3R Act). *USRA-Final System Plan-July 1975—Vol. II*, page 122. C-DOT acquired this segment on October 28, 1981.

¹ By correspondence received October 1 and October 3, 1996, a representative of C-DOT indicates that the involved segments were acquired by C-DOT in separate transactions utilizing state funds and Federal LRSA funds.

The segment between milepost 9.8 and milepost 14.09 (4.29 miles) was acquired by C-DOT on May 4, 1983.²

Pursuant to a first supplemental agreement dated March 28, 1996, between C-DOT and CCCL,³ operations were scheduled to commence no sooner than September 16, 1996, and scheduled to terminate on May 17, 2017.

The rail segments qualify for a modified certificate of public convenience and necessity. See *Common Carrier Status of States, State Agencies and Instrumentalities, and Political Subdivisions*, Finance Docket No. 28990F (ICC served July 16, 1981).

No subsidy is involved. There may be preconditions for shippers to meet in order to receive rail service. CCCL indicates that in order for potential shippers to receive service, they may be required to enter into a contractual agreement with it, and may be subject to a special train charge as set forth in CCCL's tariff.

The segment of line between milepost 2.6 and milepost 3.0 will connect with Conrail at Hartford. For the segments between milepost 7.0 and milepost 14.09, CCCL currently maintains interline connections with the Providence and Worcester Railroad Company at Middlefield, CT, and with Conrail at Cedar Hill Yard in New Haven, CT.

This notice must be served on the Association of American Railroads (Car Service Division) as agent for all railroads subscribing to the car-service and car-hire agreement: Association of American Railroads, 50 F St., NW., Washington, DC 20001; and on the American Short Line Railroad Association: American Short Line Railroad Association, 1120 G St., NW., Suite 520, Washington, DC 20005.

Decided: October 10, 1996.

² The record indicates that this segment was already out of service and abandoned at the time of the USRA's review of lines to be included in the Conrail Final System Plan. Also, the 1973 edition of the Rand McNally Handy Railroad Atlas shows no track in existence at that time between Rocky Hill and Cromwell.

³ The original notice of lease/operating agreement, dated June 24, 1987, governs CCCL's operations over other rail lines owned by C-DOT.

By the Board, David M. Konschnik,
Director, Office of Proceedings.
Vernon A. Williams,
Secretary.

[FR Doc. 96-26603 Filed 10-16-96; 8:45 am]

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DEPARTMENT OF THE TREASURY

[Treasury Directive Number 12-52]

Approval of Privacy Act Documents; authority delegation

Dated: October 8, 1996.

1. *Delegation.* By virtue of the authority vested in the Assistant Secretary (Management) and Chief Financial Officer by Treasury Order (TO) 101-05, I hereby delegate to the Deputy Assistant Secretary (Administration) the authority to approve, on behalf of the Department, subject to Treasury Directive (TD) 28-01, the notices, determinations and regulations required to be published by the Privacy Act of 1974, as amended. This includes the authority to ratify, where necessary, any such notice or regulation previously issued.

2. *Redelegation.* The authority delegated in paragraph 1. may not be redelegated. During the absence of the Deputy Assistant Secretary (Administration), notices, determinations and regulations required shall be approved by the Assistant Secretary (Management) and Chief Financial Officer.

3. *Authority.* TO 101-05, "Reporting Relationships and Supervision of Officials, Offices and Bureaus, Delegations of Certain Authority, and Order of Succession in the Department of the Treasury."

4. *References.*

a. TD 28-01, "Preparation and Review of Regulations."

b. TD 25-04, "The Privacy Act of 1974, As Amended."

c. TD 25-03, "Filing Documents for Publication with the Office of the Federal Register."

5. *Expiration Date.* This Directive expires three years from October 8, 1996 unless superseded or cancelled prior to that date.